

# Philip HENRICI, ...FANCY... BAKERY Delicacies and Restaurant.

108 & 110 Randolph St., Half Blk. East of Court House.

## The Monroe... ...Restaurant

116 and 120 Monroe St., near Clark.

BASEMENT.....CAFETIERE  
FIRST FLOOR.....POPULAR PRICED RESTAURANT  
SECOND FLOOR.....LADIES' CAFE

Private Dining Rooms for Theater Parties  
and Gentlemen's Cafe.

## Chicago Stock Exchange Restaurant

WASHINGTON AND LA SALLE STREETS.

Seating Capacity, 400. Open After the Theater

55th St., Cor. Calumet Ave. Telephone No. 807.

## The Grand Restaurant

Strictly respectable and first-class in all of its details. Special attention paid to families. Located near the Grand boulevard, there is no better place for the best class of people to patronize.

WILLIAM GILLAM, Proprietor.

...Also Cater to Weddings, Banquets and Parties.

All Goods Strictly First-Class. The Best that the Market Affords to be Found on the Tables at All Times.

ASK FOR  
Coyne's

VIENNA,  
NEW ENGLAND,  
COUNTRY PAIR,  
DADDY DOLLAR,  
BREAD, CREAM OF MALT.

AT ANY GROCERY.

## Coune's Bakeries,

164-166 Madison St., and 179-181 Lake St.

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## "Colonel's Inn"

Is the latest first-class OYSTER and SHELL FISH HOUSE in the city. Conveniently located to all Street Cars, and Illinois Central Railroad.

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"When you go by—come in." Select Orchestras in attendance evenings.



## Engel's Cafe.

PROFESSIONAL...  
...RENDEZVOUS.

Corner Madison and Clark Streets.

## W.M. M. BOYLE, English Chop House Co.

17 Quincy Street,  
East of Postoffice

## Federal, State, County and City Officials.

**Federal Officials.**  
Collector of Customs, Martin J. Russell  
Postmaster, William H. Russell  
Director of Internal Revenue, W. J. Mize  
United States Marshal, John W. Arnold  
Comptroller of the Currency, M. H. Bailey  
Chief Postoffice Inspector, John W. Arnold  
Sub-treasurer, Delos F. Phelps  
Appraiser of the Port, Frank G. Hoyle

**Railway Passenger Stations.**  
Dearborn Station, Pullman and Dearborn  
leaving this station for the following  
roads: Chicago and Santa Fe.  
Chicago and Santa Fe.  
Chicago and Santa Fe.  
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Chicago and Santa Fe.  
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Chicago and Santa Fe.  
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**State Government.**  
Governor, John P. Altgeld  
Lieutenant Governor, W. H. Hinrichsen  
Secretary of State, W. H. Hinrichsen  
Attorney General, John W. Bennett  
Adjutant General, John W. Bennett  
Assistant Adjutant General, David B. Gore  
State Auditor, David B. Gore

**County Government.**  
Sheriff, John P. Altgeld  
Clerk of Circuit Court, Frank J. Gaultier  
Clerk of County Court, Ernest J. Magister  
County Treasurer, Daniel H. Kocherperger  
County Superintendent of Schools, James McCallie  
County Superintendent of Public Works, Orville T. Bright

**City Government.**  
Mayor, George H. Swift  
City Clerk, George H. Swift  
City Treasurer, George H. Swift  
City Auditor, George H. Swift  
City Engineer, George H. Swift  
City Surveyor, George H. Swift  
City Assessor, George H. Swift  
City Collector, George H. Swift  
City Inspector, George H. Swift  
City Commissioner, George H. Swift

**City Board of Education.**  
President, George H. Swift  
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**City Board of Fire Commissioners.**  
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Members, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift

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Members, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift

**City Board of Public Works Commissioners.**  
President, George H. Swift  
Members, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift

**City Board of Public Safety Commissioners.**  
President, George H. Swift  
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**City Board of Public Health Commissioners.**  
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Members, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift, George H. Swift

**District No. 1.**—Wentworth avenue near 6th  
street, Englewood. Peter Caldwell, Judge.  
District No. 2.—Shelby avenue near River  
street, Englewood. Peter Caldwell, Judge.  
District No. 3.—M. S. Seale, Judge.

**Chicago Fire Department.**  
D. J. Swenie, Fire Marshal and Chief of  
Bridges.

William H. Muehlen, First Assistant Fire  
Marshal and Department Inspector.  
John Campbell, Assistant Fire Marshal.  
Charles R. Petrie, Assistant Fire Marshal  
and Department Secretary.  
Michael W. Conway, Fire Inspector.  
James Moran, Chief of 1st Battalion.  
Nicholas W. Conway, Chief of 2d Battalion.  
Nicholas W. Conway, Chief of 3d Battalion.  
Peter Schur, Chief of 4th Battalion.  
Charles F. Seyferich, Chief of 5th Battalion.

Joseph C. Pazen, Chief of 6th Battalion.  
Eugene Sweeney, Chief of 7th Battalion.  
James Heener, Chief of 8th Battalion.  
William H. Townsend, Chief of 9th Battalion.  
David J. Mahoney, Chief of 10th Battalion.  
John Fitzgerald, Chief of 11th Battalion.  
Joseph J. Kenyon, Chief of 12th Battalion.  
Frederick J. Gabriel, Chief of 13th Battalion.  
Isidore P. Smith, Chief of 14th Battalion.

Engine Company No. 1, 271 Fifth avenue—  
James J. Mahoney, captain, 280 Aberdeen  
street; Thomas Dougherty, lieutenant, 124  
Superior street; George Lealle, engineer, 124  
Aberdeen street.  
Engine Company No. 2, 524 North Halsted  
street—Edward O'Neil, captain, 290 Webster  
avenue; William H. Townsend, lieutenant, 124  
Superior street; James Coffey, engineer, 124  
Aberdeen street.

Engine Company No. 3, 197 South Jefferson  
street—William Barker, captain, 200 Alexan-  
der street; William Barker, lieutenant, 224 South  
Jefferson street; Frederick J. Gabriel, en-  
gineer, 224 South Jefferson street.  
Engine Company No. 4, 143 Maxwell  
street—John J. Evans, captain, 408 South  
Paulina street; John J. Miller, lieutenant, 178  
West Weber street; William Miller, en-  
gineer, 401 Paulina street.

Engine Company No. 5, 1011 Archer ave-  
nue—Michael J. O'Connell, captain, 300 2nd  
avenue; John Barlow, lieutenant, 300 2nd  
avenue; Edward H. Kyles, engineer, 2403  
Wentworth street.  
Engine Company No. 6, 2227 Cottage Grove  
avenue—Frederick J. Gabriel, captain, 2227  
Cottage Grove avenue; John K. Rogers, lieuten-  
ant, 2227 Cottage Grove avenue; George Lealle,  
engineer, 2227 Cottage Grove avenue.

Engine Company No. 7, 82 Pacific avenue—  
John C. McDonnell, captain, 27 West Har-  
bor street; Samuel U. Neill, lieutenant, 114  
Sebor street; Samuel U. Neill, engineer, 114  
Sebor street.  
Engine Company No. 8, 225 Michigan  
street—John E. Listman, captain, 108 George  
street; Jeremiah Herlihy, lieutenant, 108  
George street; John E. Listman, engineer, 108  
George street.

Engine Company No. 9, 121 West Lake  
street—John C. McDonnell, captain, 401 South  
Jefferson street; James Dwyer, lieutenant, 401  
South Jefferson street; Frederick J. Gabriel, en-  
gineer, 401 South Jefferson street.

Engine Company No. 10, 131 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 11, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 12, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 13, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 14, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 15, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 16, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 17, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 18, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 19, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 20, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 21, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 22, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 23, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.

Engine Company No. 24, 373 2nd street—  
James Dwyer, captain, 244 2nd street; James  
Dwyer, lieutenant, 244 2nd street; Frederick J.  
Gabriel, engineer, 244 2nd street.



DENIS J. SWENIE,  
Chief of the Chicago Fire Department.

captain, 212 Vermont street; Hugh M. Mur-  
phy, lieutenant, 8535 Eganville avenue; Fred-  
rick W. Jones, engineer, 6210 Houston ave-  
nue.  
Engine Company No. 47, Dobson ave-  
nue—Sedgwick court, Morton, Morganthau-  
er, captain, 7123 Dobson avenue; Richard J.  
Kennedy, lieutenant, 7123 Greenwood ave-  
nue; Frank A. Hehn, engineer, 978 3rd  
avenue.

Engine Company No. 48, 4005 Dearborn  
street—Patrick B. Collins, captain, 2623  
Dearborn street; Frank A. Grady, lieuten-  
ant, 2623 Dearborn street; William H. Fleming,  
engineer, 3113 Dearborn street.  
Engine Company No. 49, 47th, between  
Paulina street and 48th street—Michael  
Hennessy, captain, 4014 Marshfield ave-  
nue; Bernard McDonough, lieutenant, 4014  
Marshfield avenue; Thomas H. Evans, en-  
gineer, 1720 47th street.

Engine Company No. 50, northeast corner  
of 47th and Paulina streets—Michael  
Cody, captain, 3728 Dearborn street; Cor-  
nellius B. Ryan, lieutenant, 3728 Dearborn  
avenue; Charles Conroy, engineer, 4044 Dear-  
born street.

Engine Company No. 51, 6345 Wentworth  
avenue—Michael McKernan, captain, 6345  
Wentworth avenue; Peter W. Weger, lieutenant, 5047  
Fritchett street; Thomas H. Evans, en-  
gineer, 6320 Morgan street.

Engine Company No. 52, 65th street and  
Cottage Grove avenue—George W. Bogan, lieuten-  
ant, 5141 Emerald avenue; James H.  
Duffy, captain, 5141 Emerald avenue; James H.  
Duffy, lieutenant, 5141 Emerald avenue; James H.  
Duffy, engineer, 5141 Emerald avenue.

Engine Company No. 53, 40th street and  
Cottage Grove avenue—Thomas Elliott, captain,  
6310 Morgan street; Thomas Elliott, lieutenant,  
6310 Morgan street; Thomas Elliott, engineer,  
6310 Morgan street.

Engine Company No. 54, 8023 Vincennes  
avenue—John J. Prendergast, captain, 8023  
Vincennes avenue; John J. Prendergast, lieuten-  
ant, 8023 Vincennes avenue; John J. Prendergast,  
engineer, 8023 Vincennes avenue.

Engine Company No. 55, 687 Sheffield ave-  
nue—Charles A. Holsman, captain, 17 Hall  
street; Matthew G. Holsman, lieutenant, 1210  
John street; Charles A. Holsman, engineer, 1210  
John street.

Engine Company No. 56, 144 Noble ave-  
nue—Casper A. Holsman, captain, 1907 Wel-  
lington street; John Frazer, lieutenant, 1907  
Wellington street; John Frazer, engineer, 1907  
Wellington street.

Engine Company No. 57, 543 Jane street—  
William H. Shannon, captain, 543 Jane street;  
William H. Shannon, lieutenant, 543 Jane street;  
William H. Shannon, engineer, 543 Jane street.

Engine Company No. 58, 18th and 19th  
streets—William H. Shannon, captain, 18th  
and 19th streets; William H. Shannon, lieuten-  
ant, 18th and 19th streets; William H. Shannon,  
engineer, 18th and 19th streets.

Engine Company No. 59, 21st and 22nd  
streets—William H. Shannon, captain, 21st  
and 22nd streets; William H. Shannon, lieuten-  
ant, 21st and 22nd streets; William H. Shannon,  
engineer, 21st and 22nd streets.

Engine Company No. 60, 24th and 25th  
streets—William H. Shannon, captain, 24th  
and 25th streets; William H. Shannon, lieuten-  
ant, 24th and 25th streets; William H. Shannon,  
engineer, 24th and 25th streets.

Engine Company No. 61, 28th and 29th  
streets—William H. Shannon, captain, 28th  
and 29th streets; William H. Shannon, lieuten-  
ant, 28th and 29th streets; William H. Shannon,  
engineer, 28th and 29th streets.

Engine Company No. 62, 32nd and 33rd  
streets—William H. Shannon, captain, 32nd  
and 33rd streets; William H. Shannon, lieuten-  
ant, 32nd and 33rd streets; William H. Shannon,  
engineer, 32nd and 33rd streets.

Engine Company No. 63, 36th and 37th  
streets—William H. Shannon, captain, 36th  
and 37th streets; William H. Shannon, lieuten-  
ant, 36th and 37th streets; William H. Shannon,  
engineer, 36th and 37th streets.

Engine Company No. 64, 40th and 41st  
streets—William H. Shannon, captain, 40th  
and 41st streets; William H. Shannon, lieuten-  
ant, 40th and 41st streets; William H. Shannon,  
engineer, 40th and 41st streets.

Engine Company No. 65, 44th and 45th  
streets—William H. Shannon, captain, 44th  
and 45th streets; William H. Shannon, lieuten-  
ant, 44th and 45th streets; William H. Shannon,  
engineer, 44th and 45th streets.

Engine Company No. 66, 48th and 49th  
streets—William H. Shannon, captain, 48th  
and 49th streets; William H. Shannon, lieuten-  
ant, 48th and 49th streets; William H. Shannon,  
engineer, 48th and 49th streets.

Engine Company No. 67, 52nd and 53rd  
streets—William H. Shannon, captain, 52nd  
and 53rd streets; William H. Shannon, lieuten-  
ant, 52nd and 53rd streets; William H. Shannon,  
engineer, 52nd and 53rd streets.

## FAST HERDS OF CARIBOU.

In the Far North They Are as Thick as Ever Buffalo Were.

The Barren-Ground Caribou now inhabits the Great Slave Lake country, and just eastward thereof, not only in thousands, but tens of thousands, and it is almost safe to say hundreds of thousands. In 1891, when Mr. Warburton Pike found himself in the very midst of the vast throng of Caribou that were migrating southward, he was moved to doubt whether the buffalo had ever existed in greater numbers. Think of it! Vast herds of big game animals, fit for food, alive and unslaughtered in North America to-day! Why this oversight on the part of the game butchers? Where are the hide hunters, the tongue hunters, and the grand army of greedy game killers generally?

The reason for the unsalutary condition of the Caribou herds of the far North is that Jack Frost owns the Barren Grounds, and by game butchers Jack is considered "bad medicine." As usual, the inhabitants of Caribouland slaughter the herds with sickening wastefulness whenever they get an opportunity; but thus far the Caribou is holding its own fairly well in Alaska.

Mr. Warburton Pike says that in summer they keep to the true Barren Grounds, but in the autumn, when their feeding grounds are covered with snow, they seek the hanging moss in the woods. "From what I could gather from the Yellow-knife Indians, and from my own personal experience, it is late in October that the great bands of Caribou, commonly known as La Foule, mass upon the edge of the woods, and start for the food and shelter afforded by the stronger growth of pine further southward." Of this great annual migration there is what a pity Mr. Pike actually saw on Lake Camell, about sixty miles north of the eastern end of Great Slave Lake. It reads like a fairy tale, but nevertheless the account is undoubtedly true.

"Scattered bands of Caribou were almost always in sight from the top of the ridge behind the camp, and increased in numbers until the morning of October 30, 1890, when little bands of Caribou who had come, woke up before daylight with the cry, 'La foule! La foule!' (The throng! The throng!) Even in the lodge we could hear the curious clatter made by a band of traveling Caribou. La foule had really come, and during the passage of six days I was able to realize what an extraordinary number of these animals still roam the Barren Grounds."

He thus describes the migration: "From the ridge we had a splendid view of the migration. All the south side of Mack Lake was alive with the moving beasts, while the ice seemed to be dotted all over with black islands, and still away on the north shore, with the aid of the glasses, we could see them coming like regiments on the march. In every direction we could hear the grunting noise that the Caribou always make when traveling. The snow was broken into broad roads, and I found it useless to try to estimate the number that passed within a few miles of our encampment. We were just on the western edge of their passage, and afterward we heard that a band of Dog-Ribs, hunting some forty miles to the west, were at this very time in the last straits of starvation, only saving their lives by a hasty retreat to the woods. This is a common danger in the autumn, as the Caribou, coming in from the Barren Ground, join together in one vast herd, and do not scatter much until they reach the thick timber. The Caribou are usually the case, when they are in large numbers, were very tame, and on several occasions I found myself right in the middle of a band, with a splendid chance to pick out any that seemed in good condition. Notwithstanding all the tall stories that are told of their numbers (the buffalo) I cannot believe that the herds on the prairie ever surpassed in size La foule of the Caribou."

## Best Sugar Industry.

According to official reports the production of beet sugar is one of the ordinarily profitable branches of agriculture. The returns are double those from wheat and many other crops. An acre of beets properly cultivated will yield about eleven tons. Eight hundred and six pounds of beets will produce one hundred pounds of sugar. There is a great deal of sugar residuum, which may be worked up into products of varying value. It is said that alcohol can be made at a high profit, which will add largely to the average net results from this source. Imperfect and undesirable portions of the crop may be fed with great advantage to domestic animals. According to careful computation it costs thirty dollars and sixteen cents per acre to grow the crop into the ground and up to harvesting point, then something like eight dollars additional is necessary to gather the crop. It is hard work to grow beets, and a gentleman who has made a study of their culture gives the following facts about them: "This is a peculiar crop. It cannot be raised in a slovenly fashion. It means work; it means intelligent, painstaking labor. It requires a much higher order of intelligence to grow beets than it does for wheat or corn. Every acre planted in beets means twenty days' labor for one man. If two million acres of land are needed to supply this country with sugar, it follows that forty million days' labor could thus be given to the laborers of the United States. It would also mean the transportation of twenty-six million pounds freight for the industry."

## Oldest Olive Tree.

The oldest olive tree in the United States is at the Mission of San Juan Capistrano, in San Diego County. The seed of this tree was brought from Barcelona, Spain, 120 years ago. This veteran olive tree is fifty feet high, with a trunk five feet in diameter. Since the first planting of olive trees in California the industry has extended so that it to-day embraces 700,000 trees, of which 400,000 were planted in 1890.

## Heavy Water Tax.

The famous Eureka canal, in southwestern Kansas, built a few years ago by the Arkansas Valley Irrigation Company, was sold by its English bondholders recently. It brought only \$10,000, though the money invested in it by the bondholders was \$2,000,000, besides some interest, which had not been paid. The ditch extended about 100 miles and carried the entire body of Arkansas River at the town of Ingalls across the country, so as to accumulate a head of about 120 feet in about twenty miles distance. This, of course, made an immense valuable water power if the water had not unfortunately given out last year. The people of Colorado, through whose lands the Arkansas River passes, tapped it for irrigation, so that by the time the river reached Ingalls its bed was entirely dry. Many towns were laid out along the course of the canal, but they have all collapsed with the loss of water. Nearly all the expense of the ditch was procured by the sale of the English bonds, so that the originators of the scheme lost little money.—Philadelphia Press.

## We congratulate the people of the North Side in now having in their midst one of the largest and best equipped safety deposit vaults in the city, at 310 East Division street. These vaults are absolutely fire and burglar proof, with all the latest improvements, and the people of the North Side and suburbs will no doubt avail themselves of the opportunity to patronize this convenient North Side enterprise.

## Plain goods become figured when they are marked down.